



**Environmental
Planning
Commission**

**Agenda Number: 2
Project Number: 1009119
Case #12EPC 40003
March 1, 2012**

Staff Report

Agent	Planning Department
Applicant	City of Albuquerque
Request	Amendment to the Martineztown/ Santa Barbara Sector Development Plan
Location	This Plan area is bounded by Menaul Boulevard on the north, Lomas Boulevard on the south, the New Mexico Railrunner Express Railway tracks (NMRX) on the west, and Interstate 25 on the east.
Size	Approximately 548 acres
Existing Zoning	SU-2/Various Uses (or) R-1 Single Family Residential R-T Houses/Townhouses R-2 Houses/Townhouses/Apartments RCM Residential/Commercial O-1 Office/Institution NRC Neighborhood Residential/Commercial C-3 Heavy Commercial M-1 Light Manufacturing HM Heavy Manufacturing P Parking SU-1 Special Use (Cemetery/Church/Park/PRD)
Proposed Zoning	SU-2/MTSB: R-1 Single Family Residential NR Neighborhood Residential R-T Residential Townhouse R-2 Medium Density Residential MX Mixed Use VC Village Center O-1 Office C-2 Community Commercial M-1 Light Manufacturing SU-1 Special Use (Cemetery/Church/Park/PRD)

Staff Recommendation

**CONTINUANCE of Project # 1009119,
12EPC 40003, for 60 days to May, 2012,
based on the Findings beginning on Page
30.**

**Staff Planner
Lorena Patten-Quintana, Planner**

Summary of Analysis

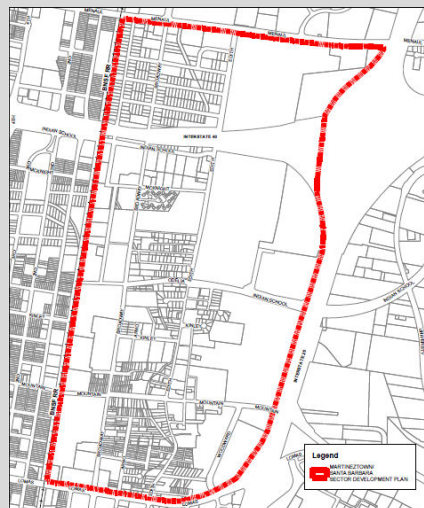
The Planning Department requests an Environmental Planning Commission (EPC) recommendation to City Council to approve an amendment to the 1990 Martineztown/Santa Barbara Sector Development Plan (MTSB SDP). The January, 2012 draft Martineztown/Santa Barbara Sector Development Plan is proposed to replace the existing plan and upon adoption, the 1990 plan is to be rescinded.

The updated MTSB SDP addresses issues identified by the Martineztown Neighborhood Association in their December 2006 letter to the Albuquerque Planning Department. Specific neighborhood issues were: incompatible land use patterns and existing zoning; flooding and drainage problems; inadequate sanitary sewer line capacity and conditions; and, commercial and high speed traffic in the neighborhood.

This plan establishes land development regulations and recommends capital improvements to preserve and protect the neighborhood's historic residential core and existing commercial properties. This short range action plan addresses the immediate needs of the neighborhood and serves as a guide for future development.

This plan strives to secure and maintain a balanced and stable economy for the area. The proposed programs, policies, and projects will aid in the elimination of current and prevention of future blighted conditions.

Martineztown/Santa Barbara was designated a Metropolitan Redevelopment Area (MRA) in 1989. To date, no Metropolitan Redevelopment Plan (MRP) exists for this area. The Sector Development Plan Update recommends a separate Redevelopment Plan be written and adopted using this sector plan for its framework to initiate specific catalytic projects for redevelopment. There is a section in this document that proposes specific catalytic projects for redevelopment and suggests possible funding sources.



I. AREA CHARACTERISTICS AND ZONING HISTORY

Surrounding zoning, plan designations, and land uses:

	Zoning	Comprehensive Plan Area; Applicable Rank II & III Plans	Land Use
Site	SU-2/Various Uses	Central Urban; North Valley Area Plan; 1990 Martineztown/Santa Barbara Sector Development Plan	Single-Family Residential, Multi-Family Residential, Commercial Service, Wholesale/Warehousing, Industrial/Manufacturing, Parking, Public/Institutional
North	M-1; SU-1 for Planned Industrial Development; SU-1 for Private School; SU-1 for Planned Residential Development	Central Urban; North Valley Area Plan	Warehousing, Public/Institutional, Multi-Family, Industrial/Manufacturing, Commercial Service
South	M-1; SM/SU-1 for Drive Thru; SM/C-1; SM/R-G; SM/RL-T; SM/O-1; C-2	Central Urban; South Martineztown Sector Development Plan (Broadway to High); St Joseph Hospital Sector Development Plan (High to I-25)	Commercial Retail, Commercial Service, Parking, Multi-Family Residential, Single-Family Residential
East	C-2; C-3	Established Urban	Industrial/Manufacturing, Commercial Service, Commercial Retail, Single-Family Residential Wholesale/Warehousing Parking
West	M-2/ SU-2 M; SU-3 Warehouse Focus	Central Urban; McClellan Park Sector Development Plan (Mountain to Slate); Downtown 2010 Sector Development Plan (Slate to Lomas)	Wholesaling, Commercial Service, Public/Institutional, Parking

II. INTRODUCTION

Purpose

The purpose of this request is to gain a recommendation of approval from the Environmental Planning Commission to the City Council for an amendment/update to the Martineztown/Santa Barbara Sector Development Plan (MTSB SDP). The City Council has final approval authority for the proposed MTSB SDP.

Background

Original zoning was established for Martineztown/Santa Barbara in 1959. The neighborhood was envisioned to be an expansion area for Downtown. Despite the existing prevalence of low density residential land use, much of the neighborhood was zoned for commercial and industrial uses.

The original MTSB SDP was adopted in 1976. The principal goal of the plan was conservation and renewal of the neighborhood. The plan identified the mismatch between land use and zoning in the southern area and created a non-regulatory land use plan to guide zone change requests.

In 1990 the area was designated a Metropolitan Redevelopment Area.

The 1990 MTSB SDP replaced the 1976 MTSB SDP. The principal goal of the plan was conservation and renewal of the neighborhood. The plan adopted SU-2 (Special Neighborhood) zoning for the plan area to help stabilize the area in its present condition but still allow property owners flexible use of their land. It created two new mixed-use zones for the neighborhood: SU-2 RCM (Residential-Commercial Martineztown), a modification of the City's RC zoning that allowed commercial uses to occupy up to 100 percent rather than half of the gross floor area, and SU-2 NRC (Neighborhood Residential Commercial), a mixed-use zone that allowed residential and low intensity commercial uses. This zoning was considered transitional, and the plan recommended future amendments. The plan also established SU-1 Special Use zones for properties, such as the Moose Lodge, Sun Village Apartments, parks and churches that had one use but many different zones, and made some changes in the SU2 HM (Heavy Manufacturing) zone.

Despite the changes in 1990, there remained a mismatch between existing land uses and their designated zoning categories, particularly in the residential areas. In 1993, the plan was amended to provide a zoning classification, SU-2 PR, for off-site reserved parking. In 2002, the plan was amended to prohibit new off-street commercial surface parking lots as a permissive or conditional use in certain zones.

Public Process

The planning process for the Plan was led by the City of Albuquerque Planning Department with support from City Council District 3 Councilor Isaac Benton. In addition to the Planning Department, the planning team included staff from Council Services and consultants Sites Southwest, Strata Design, and Karpoff & Associates.

Approximately 30 community meetings were held including 3 community-wide workshops. Six surveys were conducted to gain additional input on capital improvement priorities, drainage, transportation, redevelopment, visioning, and land use. (See page D-4 for detailed list.)

The process began with a Sector Development Plan kickoff meeting in June 2007. From that date until February of 2009, seven Advisory Committee meetings were conducted to assess existing conditions, further explore community issues, and develop recommendations to address those issues. Zoning issues were discussed, and zoning and design standards were developed.

During 2009, seven small group meetings were held to report the status of the plan to business owners and to the property owners within the plan boundaries. Additional input was received and recorded, resulting in further development of zoning and design standards.

In 2010, the efforts to date were incorporated into a draft plan, and an overview was presented to the Advisory Committee in August. The draft was presented at a public meeting at the Embassy Suites Hotel in September 2010.

Although public response to the 2010 draft was positive, there remained outstanding issues regarding inconsistencies in land use and zoning.

In 2011, in response to feedback from the initial community draft, the planning team began a detailed analysis of on-the-ground existing conditions, which included field inventories of land use and development trends. In addition, the City organized a series of facilitated meetings with the community to receive additional comments and input on the draft document.

Finally, based on the feedback and field analysis, surveys were prepared for both the general Martineztown/Santa Barbara area as well as for five individual areas within the sector plan boundary identified as having unique conditions which needed further land use analysis. As a result of this analysis, in September 2011 a new zoning strategy was presented to the community, along with Metropolitan Redevelopment strategies for the area.

Context – see map on page 2

This Plan area is approximately 548 acres bounded by Menaul Boulevard on the north, Lomas Boulevard on the south, the New Mexico Railrunner Express Railway tracks (NMRX) on the west, and Interstate 25 on the east.

Martineztown/Santa Barbara is an historic neighborhood located within the Central Urban Area near Albuquerque's downtown employment district.

The Central Urban Area includes Downtown, Old Town, and the University district, places well established in the early Twentieth Century. The area has a very high building density. Area characteristics are the largest concentration of older (pre 1940) housing and a significant concentration of larger public and private buildings, cultural amenities, historic districts, and parks.

Martineztown/Santa Barbara is one of eleven historic and economically interrelated neighborhoods in the Central Urban Area that have suffered disinvestment and decline. Much of this central area has been redeveloped with an emphasis on cultural and historic preservation as well as commercial revitalization.

Martineztown/Santa Barbara needs redevelopment and preservation.

Overview of the MTSB SDP

The primary purpose of this update to the MTSB SDP is to provide zoning and design regulations for future development. The intent is to conserve and renew the traditional village and revitalize the local business economy.

The Plan only has the power of law over zoning and design standards for new development and redevelopment. The policies and capital improvement recommendations provide guidance only.

Incompatible land uses are addressed through zoning and design regulations. Pages 87 to 102 of the plan provides details and explains the purpose of each proposed zoning category in the plan area.

Non-compliance is an important issue for the neighborhood and is addressed through zoning code enforcement as outlined on page 81. Page 82 is a table containing the development review process. General design standards are contained in Section 8.

Drainage is addressed in the MR portion of the plan and traffic issues are dealt with through recommendations in the policies section.

This Plan includes a companion Metropolitan Redevelopment Plan. The area was designated in 1990 but an MR plan was never developed and is therefore included as part of this planning process.

There is a pending MRA component of this Plan that will identify catalytic projects – the MR portion will be added at the Council level after review and recommendation by the Albuquerque Development Commission (ADC). Operating hand-in-hand, the Sector Development Plan addresses land use opportunities and concerns while the MR Plan addresses economic and investment opportunities within Martineztown/Santa Barbara.

TRANSPORTATION SYSTEM

Roadways

The Current Roadway Functional Classification System map of the 2030 Metropolitan Transportation Plan, produced by the Mid-Region Council of Governments (MRCOG), identifies the following Martineztown/Santa Barbara streets.

Lomas Menaul and Broadway Boulevards are the area's "Urban Principle Arterial" streets (major transportation corridors designed to carry high volumes of traffic).

Odelia Road is an “Urban Minor Arterial” street designed to accommodate heavy commercial vehicles and higher traffic volumes.

Mountain Road is a “Collector” street and as such, provides land access, service, and traffic circulation within residential, commercial and industrial areas.

Edith, between Menaul and Lomas, is a “Local” street. By definition, these streets provide the lowest level of mobility by accessing adjacent land use, serving local trip purposes, and connecting to higher order streets. This classification typically contains no bus routes and non-local traffic is most often deliberately discouraged.

All other streets are “Local” streets.

In addition to MRCOG designation as “Urban Principle Arterial” streets, the Albuquerque/Bernalillo Comprehensive Plan designates Menaul and Lomas as Enhanced Transit Corridors. The purpose of this designation is to develop land uses and intensities that promote the use of transit.

Trails/Bikeways

A bicycle lane is a facility that is located in a portion of a roadway facility. A lane is designated by pavement markings for the exclusive or semi-exclusive use of bicycles. Travel by motor vehicles or pedestrians is prohibited, but pedestrian and motorist cross flows are permitted. Lanes are usually along the right edge of the roadway but may be designated to the left of parking or right-turn lanes.

Striped bicycle lanes extend along both sides of Odelia Road from Broadway Boulevard to where Odelia Road becomes Indian School Road and continue on Indian School, offering connections to and from points east of Martineztown/Santa Barbara. In addition, Mountain Road has an existing bike lane on each side of the street from Walter Street to the I-25 frontage road. West of Walter, Mountain Road is a designated Bicycle Route.

A bicycle route is defined as a bicycle facility located in a roadway and designated by signs as available for bicycle travel. Routes are shared with motorists and require lane widths of 14 feet. In many cases, no special on pavement markings are provided.

Two designated bicycle routes serve Martineztown/Santa Barbara – Edith Boulevard to the north and south and Mountain Road from east to west.

A bicycle trail is a paved off -street facility designated by signs and pavement markings for the primary use of bicycles. Cross-flows by motor vehicles are minimized. Trails may accommodate pedestrian or other non-motorized users.

Currently there are no existing multi-use trails in the Plan area

Parks

There are three parks within the Martineztown/Santa Barbara Plan Area. As a group, they offer baseball fields with bleachers, playground equipment, picnic areas and tables, basketball courts, and grass for unstructured recreation. Over 23.8 acres of park area exists within the Plan boundary.

Martineztown-Santa Barbara Park is an approximately 10.2 acre park with large open areas available for informal or formal sport use, a playground, basketball court, large shade structure and baseball diamond. Parking is available on an onsite lot or along Hannett Street. Playground equipment was installed in 2005.

Santa Barbara Park is a just over a half-acre, owned by San Ignacio Church, which leases the park to the City to operate and maintain. The park contains a small grassy area, a half basketball court, a small shade structure, benches, and play equipment. The City Parks Department is working with Council Services to fund an upgrade of the park with new playground/play equipment.

Vietnam Veteran's Memorial Park is a 13-acre park on land owned by APS and leased to the City. The park consists of two baseball fields and a playground/jungle gym. The park is primarily used for soft ball and baseball games. The site is also used for stormwater detention. Known as the Odelia Pond, it detains runoff before sending it to the pumping pond at Broadway and Lomas.

Martineztown Park is located outside the Plan area, just to the south, but serves the area due to its proximity and its partial co-location with the area elementary school, Longfellow Elementary. A portion of the park located on Longfellow Campus is closed to the public during school hours and includes play fields. The open portion of the park includes play structures, sitting and eating areas, and public art.

Public Facilities

The Wells Park Community Center, located outside the Plan area at Mountain Road and 5th Street NW, offers a computer lab, gym, game room, after-school youth programs, some organized sports for seniors, and a new spray park, a water play park for children, opening in the summer of 2012.

Services for seniors are available at La Amistad Senior Center, near Edith Boulevard and Fruit Street, as well as Los Griegos Multi-Service Center at Candelaria and 12th Street NW.

The Santa Barbara School houses both a senior living facility operated by the City Office of Senior Affairs and a Santa Barbara-Martineztown Learning Center that offers after-school programs. The facility contains eight housing units, a community room, two classrooms, and office space.

Community Services

The Martineztown House of Neighborly Services, a private organization on Edith Boulevard, north of Lomas Boulevard provides before and after school programs for children six to 11 years old. Martineztown House also offers an adult literacy program, a bilingual literacy program for preschoolers, Head Start, child and family development programs, and various summer programs. Citing a budget shortfall, the Martineztown House of Neighborly Services suspended services for six months beginning in October 2011.

The Santa Barbara-Martineztown Learning Center in the Santa Barbara School off Edith Boulevard, south of Odelia Road, offers programs for middle school students.

Job training and employment services are available at the NM Workforce Connection Business and Career Center at Edith and Mountain. Outside the Plan area but within walking distance on Broadway just south of Lomas, WESST Corp, a non-profit economic development organization, provides a variety of services to start up and grow businesses owned by women and minorities.

The Los Griegos Health and Social Center Health services, located outside the Plan area at 12th Street and Candelaria, serves the community with dental care, primary healthcare for children and adults, family planning services, immunizations and the Women, Infant and Children (WIC) program. It offers income-based programs and accepts Medicaid.

III. APPLICABLE ORDINANCES, PLANS AND POLICIES

Staff analysis focuses on the city portion of the plan area. Policy Citations are in Regular Text; ***Staff Analysis is in Bold Italics.***

Albuquerque / Bernalillo County Comprehensive Plan (as amended through 2003)

The subject site is located in the area designated Established Urban which includes its most distinctive portion specially identified as the Central Urban area. It is distinctive enough to require two additional policies in addition to those addressing the rest of the Established Urban Area.

Applicable policies include:

Policy II.B.5: DEVELOPING URBAN AREA AND ESTABLISHED URBAN AREA

The goal is to create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

The development regulations and capital improvement recommendations developed through this process and contained in this Plan aim to preserve Martineztown/Santa Barbara's historic residential neighborhoods while accommodating appropriate commercial activity and encouraging new investment that improves quality of life for local residents.

As such, this Plan provides zoning regulations and development standards for properties within the Martineztown/Santa Barbara neighborhood to ensure that future development is consistent with and furthers the goals and policies of the Comprehensive Plan.

Policy II.B.5.a: The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

The Plan includes policies and regulations that can support existing and new development to benefit the entire community. The Sector Development Plan addresses land use opportunities and concerns within Martineztown/Santa Barbara, that will further this policy to allow a full range of urban land uses.

Policy II.B.5.d: The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

The plan limits commercial activities and supports low-density land use within existing residential areas. This action supports the community's request to reclaim the historic low-density residential development pattern and will provide additional opportunity for affordable infill housing on existing vacant lots. The Plan establishes new zoning to provide opportunities for area revitalization, preserving and protecting the village's historic residential core and continuing to accommodate existing commercial properties.

A site plan approval process is proposed for all zones that are not form based and applies to all new development, and new design guidelines are required to ensure that new development complements the traditional neighborhood character, thereby furthering this policy.

Policy II.B.5.e: New growth shall be accommodated through development in areas where vacant land is contiguous to existing or programmed urban facilities and services and where the integrity of existing neighborhoods can be ensured.

Mixed uses are encouraged along Lomas Boulevard (from Broadway west to the Plan boundary) and along Broadway Boulevard. A shift from entirely commercial to mixed uses would buffer and protect the integrity of the lower density, single-family residential areas from traffic on Broadway Boulevard while providing a transition from higher-density development to lower density, single-family development. These locations for higher density mixed use development along corridors, especially given the existing transit service will allow new infill development while maintaining the integrity of the existing neighborhood, thus furthering this policy.

Policy II.B.5.g: Development shall be carefully designed to conform to topographical features and include trail corridors in the development where appropriate.

The 2011 Draft Albuquerque Bikeways and Trails Master Plan Update, The MRCOG Long Range Bikeway System map, and The 2011 Draft Albuquerque Bikeways and Trails Master Plan Update were used for the Plan's recommendations for bicycle lanes, routes and trails.

The Plan recommends a “green” storm drainage management buffer between the residential and non-residential areas by vegetating the escarpment between Woodward and Edith Boulevard, where topography affects current and future development.

Policy II.B.5.h: Higher density housing is most appropriate in the following situations:

- In designated Activity Centers.
- In areas with excellent access to the major street network.
- In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.
- In areas now predominantly zoned single-family only where it comprises a complete block face and faces onto similar or higher density development; up to 10 dwelling units per net acre.
- In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.

Higher density housing is recommended in the proposed mixed use (MX) and village center (VC) zones where a mixed density pattern is already established by use, with excellent access to the major street network, and where transitions to lower density development is necessary, thus furthering this policy.

Policy II.B.5.i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

- 1) Achieve by Zoning and Subdivision Ordinances.
- 2) Consider use of performance zoning.
- 3) Prepare an Activity Center Implementation Plan.
- 4) Include industrial site location as a component of the Comprehensive Plan is economic development element.
- 5) Provide opportunity for neighborhood review and comment on site plans by notifying recognized neighborhood associations of site plan proposals in accordance with the City Neighborhood Recognition Ordinance 92.

The plan recommends that development within predominantly residential areas be limited to compatible land uses. The protection of residential areas is a high priority in order to provide for the health, safety, and well-being of its residents. All commercial activity, especially adjacent to residential areas, should be limited to land uses compatible with residential use and buffered to minimize adverse effects.

The plan also promotes a mix of uses in appropriate locations, such as along Mountain Road and Edith Boulevard and at key intersections, that contributes to the vitality and sustainability of the traditional village, offering services and employment opportunities to residents. Public notification and Environmental Planning Commission approval would be required for all sites over 5 acres unless the site is zoned Mixed-Use (MX) or Village Center (VC). In certain zones this requirement would apply to development over 2 acres (see Plan, page 82 for Development Review Process). The Plan furthers this policy to minimize adverse effects of non-residential uses on residential areas.

Policy II.B.5.j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit; more than one shopping center should be allowed at an intersection only when transportation problems do not result.
- In free-standing retailing and contiguous storefronts along streets in older neighborhoods.

The Plan furthers this policy by recommending the development of a mixed-use Neighborhood Activity Center along Mountain from Edith to the railroad tracks to reflect the mixed use character of this traditional village. A Plazuela (small plaza) with visual art to commemorate the crossroads of the Carnuel Trail and the Camino del Lado (a portion of the Camino Real is also recommended).

New development in an activity center at this important location would preserve and protect single family residential areas by providing opportunities for neighborhood scale retail, services, and housing outside of primarily residential areas. The recommended plazuela would provide an open gathering space for the community and define the pedestrian realm in an excessively wide public right of way. Designed to reflect traditional community character, this center would serve as a recreational and social focal point for the neighborhood within walking and bicycling distance.

Policy II.B.5.k: Land adjacent to arterial streets shall be planned to minimize harmful effects of traffic; livability and safety of established residential neighborhoods shall be protected in transportation planning and operation.

A zone change is recommended on the west side of Broadway between Lomas and Mountain from heavy manufacturing to mixed use. A mixed use zone provides expanded development opportunities and reflect the traditional mix of residential and less intense commercial uses and would provide more appropriate land uses adjacent to residential areas while increasing development opportunities by allowing new residential development opportunities. A mixed use zone would encourage medium to high density residential, shopping, service, office, and

entertainment uses along the Enhanced Transit Corridor, Lomas Boulevard. Broadway and Lomas Boulevards are prime locations for higher density mixed use street related development especially given the existing transit service on both Boulevards.

It is recommended that the remaining heavy manufacturing zones along Broadway change from HM zoning to M-1 zoning to reflect existing land uses and reduce the potential impact of high intensity manufacturing uses on adjacent residential areas. The 1990 Sector Development plan limited manufacturing uses in the HM zone to M-1 with M-2 uses as conditional. The removal of M-2 uses as conditional minimizes the impact of future manufacturing development on adjacent residential uses and reflects existing land uses.

The Plan requires all properties along Broadway Boulevard to meet modified landscaping regulations within one year of adoption of this plan. This measure would create a more pedestrian friendly environment along Broadway and help buffer nearby residential areas from non-residential uses. Allowing for modified regulations would give the practical relief needed for property owners to create a landscape buffer that enhances livability and safety along the corridor and reflects the intent of the zoning code, thus furthering this policy.

Policy II.B.5.1: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

The design regulations in the plan are intended to:

- *Improve the compatibility of proximate residential, institutional, commercial and industrial land uses through requirements for site design, buffering, screening, and landscaping.*
- *Protect and conserve the area's distinct, historic physical characteristics by guiding the design of new construction and additions to blend and harmonize with existing building character, sizes, and massing without becoming unaffordable.*
- *Improve the environment adjacent to the public right-of-way (roadways, sidewalks, landscape strips) through requirements for site parking, walls, fences, landscaping, and pedestrian connections.*

Design standards are included for both residential and non-residential site and building design to encourage quality and innovation in design, which furthers this policy.

Policy II.B.5.0: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

The proposed land use policies and regulations address the status of the area as an older neighborhood and will guide redevelopment and rehabilitation to further this policy.

A Metropolitan Redevelopment Area Plan will address redevelopment strategies, drainage, infrastructure, funding and potential public/private partnerships.

Additional Designation as Central Urban

The subject site is located in the most distinctive part of the Established Urban area and has an additional designation of Central Urban with a Goal to “to promote the Central Urban Area as a focus for arts, cultural, and public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City. The two additional policies that address this distinctive designation follow.

Central Urban Area applicable policies include:

Policy II.B.6: CENTRAL URBAN AREA*

The goal is to promote the Central Urban Area as a focus for arts, cultural, and public facilities/activities while recognizing and enhancing the character of its residential neighborhoods and its importance as the historic center of the City.

**NOTE: The Central Urban Area is a portion of the Established Urban Area and as such is subject to policies of section II.B.5. as well as to those listed here. Development intensities in the Central Urban Area should generally be higher than in other portions of Established Urban.*

Policy II.B.6.a: New public, cultural, and arts facilities should be located in the Central Urban area and existing facilities preserved.

This Plan furthers this policy with recommendations that include:

- *A plazuela that includes visual art to commemorate the crossroads of the Carnuel Trail and the Camino del Lado.*
- *Signage to identify Edith Boulevard as a historic corridor. This is an important cultural corridor that should emphasize the importance of Edith and its history as the Camino del Lado*
- *Public art and nichos (i.e. decorative niches) on Edith and Lomas Boulevards to create community identity and to create a visual connection with nichos on the south side of Edith and Lomas Boulevard.*

Policy II.B.6.b: Upgrading efforts in neighborhoods within the Central Urban Area should be continued and expanded and linkages created between residential areas and cultural/arts/recreation facilities.

This Plan furthers this policy with recommendations that include:

- *Enhanced pedestrian routes along Mountain Road, Odelia Road, and Edith Boulevard.*
- *Installation of public art and lighting in the I-40 underpass to improve safety and help unify the community by removing a barrier between the north and south halves of the neighborhood.*

- *Additions to the bicycle network to provide the neighborhood with the connectivity they desire. Bicycle commuters working in the downtown and connecting neighborhoods could easily take advantage of intermodal transit opportunities especially along Mountain Road and Odelia/Indian School Road.*

Policy II.B.7 ACTIVITY CENTERS

The goal is to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

Policy II.B.7.i: Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

Higher density multi-unit housing would be allowed and encouraged in the proposed neighborhood activity center on Mountain Road between Broadway and Edith, thereby furthering this policy.

Policy II.C 5. HISTORIC RESOURCES

The Goal is to protect, reuse, or enhance significant historic districts and buildings.

Policy II.C.5.a:

Efforts to provide incentives for the protection of significant districts and buildings shall be continued and expanded.

Implementation policy 4.1.7 in the MTSB SDP recommends that the historic character of the neighborhood be protected and promoted. This includes architectural character and scale of housing stock, historically significant buildings, narrow roads and traditional development patterns. Public improvements are directed to the historic corridor along Edith Boulevard and the historic crossroads of Mountain and Edith. Tax credit programs for historic rehabilitations and standards for the rehabilitation of older structures appear in the appendix. These efforts and incentives further the intent of this policy.

Policy II.C. 9. COMMUNITY IDENTITY AND URBAN DESIGN

The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

Policy II.C.9.a: The City and County differentiate into thirteen sub-areas as shown on the Community Areas map; the unique character and constituent neighborhoods of each area identified on the Community Areas map shall be respected in all planning and development actions.

Policy II.C.9.b: In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following:

1) The natural environment

- Indigenous vegetation and other materials appropriate to landscapes.
- Topography and landscape features such as arroyos, the Rio Grande and bosque, the foothills and escarpments
- Soils and erosion potential
- Colors and textures of the natural environment
- Views

2) Built environment

- Height and massing of buildings
- Setbacks from the street
- Placement of entrances and windows
- Walls and fences
- Parking areas design and relationship to buildings
- Road widths, sidewalks, curb cuts, medians
- Grain of streets/size of parcels
- Patterns of movement (e.g. pedestrian connections, access to transportation/transit)
- Street furniture (e.g. bus stops, street lights, signs)
- Landscaping materials, both planting and hardscape
- Public infrastructure (e.g. drainage facilities, bridges)
- Social interaction opportunities
- Relationship between built and natural environment

3) Local history

- Architectural styles and traditions
- Current and historic significance to Albuquerque
- Historic plazas and other Activity Centers

4) Culture and traditions

- Cultural characteristics of residents
- Community celebrations and events

The MTSB SDP is a distinct part of Albuquerque. The historic character of the neighborhood and the land use variety within the neighborhood make this a unique neighborhood in the Downtown area. The zoning and policies proposed in the MTSB SDP are written to achieve certain goals: to better match the existing land use with the zoning, to allow for appropriately scaled and designed infill development, to preserve and celebrate the historic character and to reinforce the area as primarily residential with mixed use corridors.

The proposed zone changes will support the Community Vision.

Policy II.D.4: TRANSPORTATION AND TRANSIT

The Goal is to develop corridors, both streets and adjacent land uses that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

Policy II.D.4.b: The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

This policy is furthered by the land use regulations of the C-2 zone which support additional housing and jobs along the transit corridors of Lomas and Menaul Boulevards.

The pending companion MRA plan will explore and encourage opportunities for public private partnerships and job creation along the Lomas Boulevard and Menaul Boulevard corridors.

Policy II.D.4.c: In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit streets.

Additional dwelling units will be allowed and encouraged on both Menaul and Lomas Boulevards with the proposed C-2 zoning, thus furthering this policy.

Policy II.D.4.g: Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.

The Plan furthers this policy by recommending installation of decorative paving on Edith Boulevard to indicate shared use and give preference to pedestrians and bicyclists in order to discourage non-local motorized traffic. The proposed plazuela would provide an open gathering space for the community, increase pedestrian activity and serve as a visual cue to calm vehicular traffic. The proposed village center along Mountain Road is highlighted as an important link in the neighborhood Pedestrian network with pedestrian street crossings and the addition of crosswalks.

Policy II.D.4.j: For each mode, potential transportation/emergency response hazards such as grade crossings, obsolete street geometry, and inadequate street lighting shall be minimized.

The Plan furthers this policy by recommending pedestrian lighting in several locations and requests a study of lighting deficiencies on the collector and local streets in the plan area. A raised median with low landscaping and decorative fencing on Odelia Road, just east of AHS is proposed to direct pedestrians to cross at the traffic light in front of the high school.

Policy II.D.4.p: Efficient, safe access and transfer capability shall be provided between all modes of transportation.

The Plan furthers this policy by recognizing that the Martineztown/Santa Barbara area is fairly well served by the City bus routes. All buses have access to the Alvarado Transportation Center, where riders can transfer to buses traveling west of the river. The pedestrian and bicycle linkages and paths, outlined and encouraged by the plan, will ensure access and transfer capabilities are available in the Plan area.

Policy II.D.4.q: Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goals.

In order to ensure the better feasibility and implementation opportunities, the plan recommends the commission of a Neighborhood Traffic Management Plan to improve Traffic Operations for the area. Additionally, a study to examine pedestrian access needs, roadway geometry deficiencies, bikeway needs, and traffic calming opportunities is recommended. This policy is furthered by the Plan's recognition and facilitation of different modes of travel to, from and within the area.

Policy II.D.5 HOUSING

The goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low income residents; and assure against discrimination in the provision of housing.

Policy II.D.5.a: The supply of affordable housing, shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

The proposed zone changes will allow for a variety of housing types and mix of uses in appropriate locations while acknowledging the community's desire to preserve existing low-density housing and conserve and improve it. Affordable housing is addressed by Plan recommendations regarding incentives and support services, and in a broader sense by supporting zone categories that allow smaller lots and higher densities which are generally more affordable than single, larger lots, thus furthering this policy's intent.

Policy II.D.6 ECONOMIC DEVELOPMENT

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy II.D.6.f: The City and the County should remove obstacles to sound growth management and economic development throughout the community.

The MTSB SDP proposes rezonings to stabilize the predominant residential land uses in the area. It also creates mixed use zones that allow a range of land uses with development standards appropriate to the location of the sites relative to the residential neighborhood. This removes existing obstacles to expanded economic development, and balances growth with social, cultural and environmental goals of MTSB and the community at large, which furthers this policy.

The proposed zone changes will address disinvestment in the area and will foster expanded economic development opportunities balanced with the community desire to protect residential areas. The proposed MTSB VC zone is intended to create and promote a neighborhood activity center, which will help create jobs and thereby balance jobs with housing and population. Additionally, any existing commercial uses not allowed by new zoning categories will become approved, conditional uses upon adoption of this Plan.

Policy II.D.g: Concentrations of employment in Activity Centers should be promoted in an effort to balance jobs with housing and population and reduce the need to travel.

This policy is furthered by the proposal of a neighborhood activity center along Mountain Road between the railroad tracks and Edith Boulevard to concentrate new employment opportunities in an effort to balance jobs with housing and population and reduce the need to travel.

Policy II.D.9. PUBLIC SAFETY

The Goal is to develop a safe and secure community in cooperation with the public and other governmental agencies.

Policy II.D.9.d: Emergency and routine crime prevention efforts shall be continued and improved.

This policy is furthered by Plan recommendations that include:

- *Increased police patrols and presence in the neighborhood, particularly around parks;*
- *Coordination between APD and Code Enforcement to close known drug houses and patrol vacant housing until they can be renovated and/or demolished;*
- *Provision of reflectors in center of street to indicate fire hydrant locations.*

North Valley Area Plan (Rank II)

The North Valley Area Plan was adopted in 1993.

(See <http://www.cabq.gov/planning/publications/northvly.pdf>)

The Plan generally encompasses properties south of the Bernalillo/Sandoval County line, North of Interstate Highway 40, West of Interstate Highway 25 and East of the Rio Grande. The area addressed by the Plan is 28.5 square miles. Of that total area, 4.01 square miles are within the corporate limits of the Village of Los Ranchos de Albuquerque and not subject to the Plan. Of the remaining area, 14.38 square miles are within the City of Albuquerque, and 10.15 square miles are within unincorporated Bernalillo County.

The process used to develop the Plan is based on Sustainable Community Development principles, which are used to describe the economic and cultural growth gained through the retention and stewardship of local resources. Community building is a necessary step in economic development wherein residents and businesses communicate and structure mutually beneficial exchanges.

The portion of the MTSB SDP that falls within the boundaries of the North Valley Area Plan is the northern portion between Menaul and Interstate 40 and between the railroad tracks and Interstate 25.

Applicable goals and policies are:

Goal 6: To encourage quality commercial/industrial development and redevelopment in response to area needs in already developed/established commercial industrial zones and areas. To discourage future commercial/industrial developments on lots not already zoned commercial/industrial.

The MTSB SDP furthers this goal by allowing office and commercial uses in locations where these uses exist, are previously approved or are established through existing zoning. The development standards allow for new land uses and development that fit the needs and character of the neighborhood and North Valley area.

Rank II Facility Plan: Electric Service Transmission and Generation (2010-2020), revised 2012.

Standards for the Location of Transmission Line Corridors, page 4.

Standards for the Design of Transmission and Subtransmission Facilities, page 6.

The Facility Plan for Electric Service Transmission and Generation Facilities contains standards for the design and location of such facilities. PNM has provided the planning team with some language to address utility easements, landscaping and access to public utility facilities. The MTSB SDP contains language in Section 8.8 to address utilities. As the MTSB SDP area is a developed area, utility easement locations and access are already established.

Rank II Trails and Bikeways Facility Plan, 1993, revised 1996.

Goal: Facilitate commuter cycling

The MTSB SDP recommends measures to make the street system safe and proposes additional lanes and routes to provide critical connections to the existing bikeways system.

IV. SECTOR DEVELOPMENT PLAN MAP AMENDMENT (ZONE CHANGE)

Resolution 270-1980 (Policies for Zone Map Change Applications)

Resolution 270-1980 establishes policies and requirements, pursuant to the Comprehensive City Zoning Code, for deciding whether or not a zone change request is justified. This resolution which was based on a court case (Miller v. City of Albuquerque), establishes several tests (1A-1J) that must be met to justify a proposed zone change. The burden is on the applicant to provide sound justification for the proposed change.

Subsection 1D provides reasons that can be used to demonstrate that existing zoning is inappropriate because of one of three findings: 1) there was an error when the existing zone map pattern was created; or 2) changed neighborhood or community conditions justify the change; or 3) a different land use category is more advantageous to the community, as articulated in the Comprehensive Plan or other City master plan.

Note: Staff's analysis is in bold italics.

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) is justified pursuant to Resolution 270-1980. The proposed sector development plan map amendments (zone changes) are more advantageous to the community because they further a preponderance of applicable Goals and policies in the Comprehensive Plan and pertinent Rank II facility plans.

The proposed zone changes meet the R270-1980 criteria, 1A – 1J, as follows:

1A. A proposed zone change must be found to be consistent with the health, safety, morals, and general welfare of the city.

The MSBSDP proposes zone changes that are consistent with the health, safety, morals and general welfare of the City. The proposed zone changes further a preponderance of applicable Goals and policies in the Comprehensive Plan and pertinent Rank II facility plans, including the Facility Plan for Arroyos and the Trails and Bikeways Facilities Plan. The purpose of such plans is to address the City's health, safety, morals and general welfare through Goals and policies; since the proposed zone changes are consistent with applicable Goals and policies in these plans, they are therefore consistent with the City's health, safety, morals and general welfare.

The purpose of the proposed zone changes is to address the continuing incompatibility of land use and zoning, such as existing residential uses on commercially zoned properties and manufacturing uses adjacent to residential uses. The MSBSDP proposes new zones and design regulations to ensure that new development will further Comprehensive Plan Goals, policies and the Community Vision in the MSBSDP and therefore will be consistent with the City's health, safety, morals and general welfare.

1B. Stability of land use and zoning is desirable; therefore the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made, not on the city to show why the change should not be made.

The proposed zone changes will stabilize the area by helping to remedy discrepancies between existing land uses and zoning, such as instances when a zoning category does not reflect an existing use and/or community vision for the area. Aligning zone categories with existing uses will create consistency, establish consistent expectations and ensure that new development or redevelopment is appropriate given the area's historic, residential and commercial characteristics. This will create stability of land use and zoning.

Each proposed zone category has been carefully designed to ensure compatibility with existing uses and community values, and to avoid future land use and zoning conflicts that would have a destabilizing effect. The proposed zoning will reinforce the neighborhood's primarily residential character while encouraging commercial development that does not adversely affect quality of life. The General Design Regulations, which apply to all properties in the Plan area, will improve and create compatibility of proximate residential, commercial, institutional and industrial land uses through requirements for site design, buffering, screening and landscaping.

Mixed use zones will facilitate development of corridors and a neighborhood activity center that will bring commercial and residential uses to the area in a way that will not destabilize land use and zoning. Maintaining the existing zoning, however, could result in new development that destabilizes the neighborhood by continuing to allow heavy commercial and industrial uses adjacent to established residential uses.

1C. A proposed change shall not be in significant conflict with adopted elements of the Comprehensive Plan or other City master plans and amendments thereto including privately developed area plans which have been adopted by the City.

The zone changes proposed in the MSBSDP further applicable Goals and policies in the Comprehensive Plan, the Facility Plan for Arroyos, and the Trails and Bikeways Facility Plan, as follows:

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) furthers the Central Urban Goal and Policy II.B.6b of the Comprehensive Plan. The proposed zone changes will address incompatibility of land use and zoning and provide opportunities for compatible development, which will enhance the character of residential neighborhoods (Goal). Doing so constitutes an effort to upgrade Central Urban neighborhoods and strengthen linkages between neighborhoods and cultural/arts/recreation facilities (Policy II.B.6b).

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) furthers the Developing and Established Urban Area Goal and Policies II.B.5d, e, h, i, j, k, l and o of the Comprehensive Plan. The proposed zone changes will help create a quality urban environment that perpetuates

the area as identifiable by strengthening its residential character while encouraging compatible non-residential development.

The proposed zone changes further Policy II.B.5d because the proposed zones and the general design regulations combine to ensure that the location, intensity and design of new development will respect neighborhood values and be compatible with existing land uses. Policy II.B.5e and o are furthered. The proposed zones will facilitate development in an area with existing urban facilities, without affecting neighborhood integrity (II.B.5e), and will promote continued and strengthened redevelopment efforts (II.B.5o). Policy II.B.5h is furthered because the proposed zone changes would allow for a housing density higher than single-family in areas with excellent access to the major street network, and where a mixed density pattern is already established by use.

The proposed zone changes further Policies II.B.5i and l. The proposed zones that allow employment and service uses, combined with the general design regulations, will help ensure that such uses are located to complement residential areas and minimize adverse effects (II.B.5i); the design regulations apply to all properties and are intended to promote quality design that is appropriate to the Plan area (II.B.5l). Policies II.B.5j and k are also furthered. The proposed zone changes would allow commercially zoned areas to remain and expand, and create larger commercial areas at intersections and in a neighborhood-oriented center (II.B.5j). Land adjacent to arterial streets, where most traffic is, would be mostly for mixed-uses and commercial uses, and would protect established residential neighborhoods by providing a buffer and transition area (II.B.5k).

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) furthers the Activity Centers Goal and Policy II.B.7i of the Comprehensive Plan. The proposed mixed-use zones, SU-2/MTSB MX and SU-2/MTSB VC, will strengthen concentrations of moderate density mixed land uses and social/economic activities along portions of the Broadway Blvd. and Lomas Blvd. corridors, and in the proposed neighborhood activity center near Broadway Blvd. and Mountain Rd. Such concentrations are intended to help reduce auto travel needs and service costs (Goal). Policy II.B.7i is furthered because medium-density multi-unit housing would be allowed and encouraged in the proposed neighborhood activity center.

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) furthers the Historic Resources Goal and Policy II.C.5a of the Comprehensive Plan. The Plan area contains several buildings with significant historic and architectural value that contribute to the area's character; preservation of historic architectural character is part of the overarching Community Vision (Goal). The proposed zones acknowledge the importance of existing residential character and will ensure that development and redevelopment are compatible with existing structures, thereby protecting and enhancing this significant historic area (Goal, Policy II.C.5a).

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) furthers the Community Identity and Urban Design Goal and Policies II.C.9a, b and c of the Comprehensive Plan. The proposed zone changes will support the Community Vision, which aligns with the goal of

preserving and enhancing the built and social characteristics of the area (Goal). In this community area, planning efforts have addressed the built environment, local history and culture and are reflected in the proposed plan's design regulations and recognition of characteristic history and culture (II.B.9b). The unique character of the area, as embodied in the neighborhoods, is respected because the proposed zone changes will support existing uses while providing opportunities for new, compatible development (II.C.9a). A proposed neighborhood activity center, with an appropriate scale, design and location, will be created through a new zone category and would reinforce the area's character.

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) furthers the Transportation and Transit Goal and Policies II.D.9b, c, g, p and q of the Comprehensive Plan. The proposed zone changes will facilitate development of corridors along Lomas and Broadway Boulevards that will result in an efficient placement of employment and services and will encourage alternatives to automobile travel (Goal). Such land use regulations, and the associated design standards, will support creating additional housing and jobs along Lomas Boulevard, an Enhanced Transit Corridor (II.D.9b). Development of additional dwelling units, in a manner that would not destabilize existing neighborhoods, is intended to result from the proposed zone changes along the Enhanced Transit Corridor (II.D.9c.) The Plan proposes pedestrian and bicycle connections and sidewalk improvements, which will be particularly important in the mixed-use areas that can result from the proposed zone changes (II.D.9g). The improved connectivity will support efficient transfers between all modes of transportation and will link land uses, as well as emphasize overall mobility needs and choice among modes (II.D.9p and q).

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) furthers the Housing Goal and Policies II.D.5a of the Comprehensive Plan. The proposed zone changes will allow for a variety of housing types and mix of uses while acknowledging the community's desire to preserve existing low-density housing and conserve and improve it (Goal). Affordable housing is addressed by Plan recommendations regarding incentives and support services, and in a broader sense by supporting zone categories that allow smaller lots and higher densities which are generally more affordable than single, larger lots (II.D.5a).

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) generally furthers the Economic Development Goal and Policy II.D.6g of the Comprehensive Plan. The proposed zone changes will address disinvestment in the area and will foster economic development that will be balanced with the community desire to protect residential areas (Goal). The new SU-2 MTSB VC zone is intended to create and promote a neighborhood activity center, which will help create jobs and thereby balance jobs with housing and population (II.D.6g). Existing uses in the SU-2/HM and SU-2/C-3 zones will become approved conditional uses.

The Martineztown/Santa Barbara Sector Development Plan (MSBSDP) furthers the Goal of the Rank II Trails and Bikeways Facility Plan to facilitate commuter cycling by supporting an increased number of bicycle routes and bicycle trails in the area. The proposed zone changes will generally help provide a mixture of land uses; mixed-uses generally promote non-vehicular transportation modes by allowing a variety of uses in close proximity.

In sum, the proposed MSBSDP and the zone changes therein further a preponderance of applicable Goals and policies in the Comprehensive Plan. Also furthered are applicable Goals and policies in the Trails and Bikeways Facility Plan.

1D. The applicant must demonstrate that the existing zoning is in appropriate because:

- 1) there was an error when the existing zone map pattern was created, or
- 2) changed neighborhood or community conditions justify the change, or
- 3) a different use category is more advantageous to the community, as articulated in the comprehensive Plan or other City master plan, even though (1) and (2) above do not apply.”

Regarding the proposed zone changes:

- (1) There was no error when the existing zone map pattern was created; an error does not justify the proposed zone changes.***
- (2) Though some conditions have changed in the neighborhood and/or community, many significant issues regarding land use and zoning have not: incompatibility of land use and zoning is still prevalent, and heavy commercial development continues to be possible next to established residential areas.***
- (3) The proposed zone changes will result in different land use categories that will be more advantageous to the community because they further a preponderance of applicable Comprehensive Plan Goals and policies, and applicable Rank II plan Goals and policies, and reflect the community's vision for the area. Please refer to Subsection 1.C herein for an analysis of applicable Goals and policies.***

The proposed zone changes will create different land use categories through the establishment of the following new zones: SU-2/MTSB NR (Neighborhood Residential), SU-2/MTSB C-2 (Community Commercial), SU-2/MTSB VC (Village Center) and SU-2/MTSB MX (Mixed Use). These zones are designed to implement a primary MSBSDP goal- to encourage commercial and industrial development without compromising residents' quality of life.

The proposed zone changes promote and support the overall Community Vision of the MSBSDP, which is supported by specific Land Use and Zoning Goals and Objectives. The community desires to retain its overall low-density residential character; zone changes to SU-2/MTSB NR, SU-2/MTSB R-2, SU-2/MTSB MX and SU-2/MTSB VC can accommodate a range of residential possibilities, from single-family to medium density residential including infill development and affordable housing. Existing uses, not allowed by new zones, will become approved, conditional uses.

The community also desires commercial activity, as long as its operations do not diminish residents' quality of life. The new SU-2/MTSB VC zone is a mechanism for creating a Neighborhood Activity Center along a portion of Mountain Road and for encouraging mixed-use

development. The SU-2/MTSB MX zone would provide a mixed-use setting along Lomas Boulevard, a designated Transit corridor. Both zones would support services and businesses to serve the neighborhood and the wider community and would also provide an opportunity for medium density housing in appropriate locations.

The new SU-2/MTSB C-2 and SU-2/MTSB M-1 zones are proposed to replace the SU-2/C-3 and SU-2/HM zones, respectively. The SU-2/MTSB C-2 is proposed to accurately label existing uses on properties zoned SU-2/C-3 by the 1990 MTSBBDP. The 1990 plan restricted uses in the C-3 Heavy Commercial zone to C-2 uses, with some additional C-3 uses allowed only in an existing building. Commercial activity continues to be desired, provided that operations do not diminish quality of life. The SU-2/MTSB C-2 zone will reconcile the discrepancy between existing uses and zoning and will ensure that commercial uses will not adversely affect adjacent and nearby residential uses. The C-3 uses that would be allowed without the proposed zone change, even when conducted in an enclosed building, have the potential to be harmful and are not desired close to residential uses, which are a defining characteristic of the neighborhood.

The SU-2/HM (Heavy Manufacturing) zone was applied in 1990 to properties where the actual uses were light manufacturing and heavy commercial. The intention was to make land use and zoning more compatible. However, over twenty years later, incompatibility of land use and zoning remains a significant concern in the Plan area. The new SU-2/MTSB M-1 zone would allow light manufacturing uses and recognizes the importance of the established manufacturing and wholesaling uses west of Broadway Blvd. The few proposed, prohibited uses would only apply east of Broadway Blvd., and are the uses that would have the greatest adverse effects upon adjacent and nearby residential uses. Existing SU-2/HM and SU-2/C-3 uses that are not allowed by the SU-2/M-1 and SU-2/C02 zones will become approved, conditional uses.

Recent Comprehensive Plan amendments (2002), commonly referred to as “Centers and Corridors”, are policies that clearly point to promoting infill and redevelopment of underutilized properties, increasing density along corridors in order to support transit, increasing intensity (height) in the corridors, and promoting mixed uses along the corridor.

The current zoning along Lomas Boulevard is inappropriate because it allows uses that conflict with the Comprehensive Plan’s Centers and Corridors policies as follows:

- i. The current zoning of SU-2/M-1 and SU-2/C-3 allows manufacturing uses and heavy commercial uses in distinct locations. A mixture of uses by area, which is considered more conducive to supporting centers and corridors, would not occur.*
- ii. Auto-oriented uses, which conflict with the creation of pedestrian friendly, transit oriented corridors, dominate.*
- iii. Design regulations that provide adequate setback provisions to protect adjacent residential neighborhoods are not included.*
- iv. Building heights that are determined by angle planes, without restriction, allow very tall structures regardless of adjacent uses or structures.*

The proposed SU-2/MTSB MX and SU-2/MTSB VC zones address and propose to remedy the above points.

The proposed zone changes are a mechanism for fulfilling the Community Vision articulated in the MSBSDP; they also further a preponderance of applicable Comprehensive Plan Goals and policies. By doing so, the resulting zone changes will be more advantageous to the community overall than the current zoning and therefore are justified.

- 1E. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood or the community.

The zoning categories utilized by the proposed zone changes will not contain permissive uses that would be harmful to adjacent properties, the neighborhood or the community. The proposed zones of SU-2/MTSB NR, SU-2/MTSB C-2, SU-2/MTSB VC and SU-2/MTSB MX are designed to implement one of the MSBSDP's primary goals- to support and encourage commercial and industrial development without compromising quality of life for residents.

Permissive uses in the NR zone correspond to permissive uses in the Zoning Code's RC zone and R-1 zone; both are low impact zones. The SU-2/MTSB MX form-based zone prohibits several permissive uses from the M-1, M-2, P and PR zones, and several SU-1 uses such as adult amusement, campground and refining, among others, that could be harmful. The SU-2/MTSB VC zone, also form-based, allows permissive R-2 uses and permissive C-1 uses, but prohibits potentially harmful uses such as retail auto parts sales and gasoline sales.

Permissive uses in the SU-2/MTSB C-2 zone correspond to permissive uses in the Zoning Code C-2 zone. In the context of the MSBSDP, the C-2 zone is used to re-label existing C-3 zoning, which allowed C-2 uses permissively and some C-3 uses as long as they were conducted in an enclosed building. All zones are subject to the Plan's Design Requirements, which are intended to improve the compatibility of residential, commercial and industrial uses and thereby reduce the potential for harm to adjacent properties, the neighborhood or the community. In addition, individual zone categories contain requirements for open space and setbacks to created further compatibility between uses.

- 1F. A proposed zone change which, to be utilized through land development, requires major and unprogrammed capital expenditures by the City may be:

- 1) denied due to lack of capital funds, or
- 2) granted with the implicit understanding that the City is not bound to provide the capital improvements on any special schedule.

The proposed zone changes do not require any major and unprogrammed capital expenditures by the City.

1G. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

The cost of land or other economic considerations are not the determining factor for the proposed zone changes. Rather, the significant factors are that the proposed zone changes are more advantageous to the community as articulated in the Comprehensive and applicable Rank II facility plans (see response to Section 1C.), are therefore consistent with the City's health, safety, morals and general welfare (see response to Section 1A.).

1H. Location on a collector or major street is not in itself sufficient justification of apartment, office or commercial zoning.

The location of mixed use and higher density residential zoning on a collector or major street is not being used in itself to justify the proposed zone changes. The location of the proposed mixed-use zones (SU-2/MTSB MX, SU-2/MTSB VC) along the principal arterials of Lomas Boulevard and Broadway Boulevard is one of several considerations that figure into the primary reason that the proposed zone changes are justified; they are more advantageous to the community because they further a preponderance of applicable Goals and policies.

1I. A zone change request which would give a zone different from surrounding zoning to one small area, especially when only premise is involved, is generally called a 'spot zone'. Such a change of zone may be approved only when:

- 1) the change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan, or
- 2) the area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones, because the site is not suitable for the uses allowed in any adjacent zone due to topography, traffic or special adverse land uses nearby, or because the nature of structures already on the premises makes the site unsuitable for the uses allowed in any adjacent zone.

None of the zone changes proposed in the January 2012 Draft MSBSDP will create spot zones. Any subsequently proposed zone changes that could be considered spot zones would be justified because, in the context of the MSBSDP:

- (1) the proposed zoning will clearly facilitate realization of applicable Comprehensive Plan Goals and policies as demonstrated in the response to Section 1.C herein. and/or*
- (2) The area of the proposed zoning is different from surrounding land because it could function as a transition between adjacent zones; the proposed zoning categories will establish and facilitate transitions between adjacent zones within the Plan area.*

1J. A zone change request which would give a zone different from surrounding zoning to a strip of land along a street is generally called 'strip zoning'. Strip commercial zoning will be approved only where:

- 1) the change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan, and
- 2) the area of the proposed zone change is different from surrounding land because it could function as a transition between adjacent zones or because the site is not suitable for the uses allowed in any adjacent zone due to traffic or special adverse land uses nearby.

The proposed zone changes will create strip zones along a portion of Lomas Boulevard, Mountain Road, Broadway Boulevard, Edith Boulevard and fronting Interstate 40. The proposed strip zones are justified because:

(1) the proposed zoning will clearly facilitate realization of applicable Comprehensive Plan Goals and policies as detailed in the response to Section 1.C herein; and

(2) The area of the proposed zoning is different from surrounding land because it will function as a transition between adjacent zones; the proposed zoning categories establish and facilitate transitions between adjacent zones within the Plan area. The proposed locations of zone boundaries along the major corridors of Lomas Boulevard, Mountain Road, Broadway Boulevard, Edith Boulevard and Interstate 40, will function as a transition between the roadway and neighborhood residential uses, and between the roadway and various, existing special uses.

Each zone corresponds to the desire for commercial development to serve neighborhood residents and the amount of vehicular traffic that each corridor can carry. The zones contain specific requirements intended to maximize compatibility with adjacent development and less intense zoning districts in the Plan area.

Conclusion: Staff has demonstrated herein that the proposed zone changes are justified pursuant to Resolution 270-1980. The proposed zone changes meet all of the tests (1A – 1J). The proposed zone changes are more advantageous to the community because they further a preponderance of applicable Goals and policies in the Comprehensive Plan and applicable Rank II Facility Plans and are consistent with the health, safety, morals and general welfare of the City.

V. CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION

See agency comments at the end of this staff report.

VI. NEIGHBORHOOD/PUBLIC CONCERNS

Some commercial property owners have expressed concerns with the proposed zoning changes. Some residential property owners have asked for exclusively single-family residential zoning, as opposed to the Neighborhood Residential zone.

VII. CONCLUSIONS

This update of the MYSB SDP is to address changed conditions, current conditions and desired conditions for the future.

Public input was garnered during the process and additional input and recommendations will come through the review and approval process.

FINDINGS – 12EPC- 40003, March 1, 2012

1. This is a proposed amendment to the Martineztown/Santa Barbara Sector Development Plan to update the policies, zoning, and design regulations of the 1990 version. An updated list of recommended capital projects reflects changed conditions and the desire to protect the residential neighborhood, while maintaining the viability of commercial and industrial areas.
2. These findings are written to support a staff recommendation of continuance and do not reflect the more complete findings required to support a recommendation of approval at this time.
3. Comments were received from property-owners, residents, business owners, members of the Neighborhood Association and the Advisory Committee for the MTSB SDP.
4. The planning process is informed by comments, concerns, and issues received. Review of comments and development of recommended conditions of approval require more than one public hearing opportunity at the Planning Commission level.
5. The Metropolitan Redevelopment Area Plan will be submitted to the Albuquerque Development Commission for review and recommendation at a later date. City Planning staff are coordinating the two review processes with the intent of achieving a single, final document at the City Council level.
6. Additional time is necessary to allow staff and the Planning Commission to review and address comments received from other Departments, outside agencies and the public. A continuance is warranted to allow for these discussions, review, analysis, and recommendations.

RECOMMENDATION – 12EPC- 40003, March 1, 2012

CONTINUANCE of 12EPC- 40003, the Martineztown/Santa Barbara Sector Development Plan for 60 days to May 03, 2012 based on the preceding Findings in order to prepare potential Plan revisions in form of conditions.

***Lorena Patten-Quintana
Staff Planner***

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Comments pending

Office of Neighborhood Coordination

Citizen's Information Committee of Martineztown (R)

Near North Valley NA (R)

North Fourth Camino Real Merchants Assoc. (R)

Santa Barbara-Martineztown Assoc. (R)

Wells Park NA (R)

North Valley Coalition

Long Range Planning

Page 41 MRCOG of governments should have data that is more current than 2007

Page 50 Can the policies be broken up into a main policy and then supporting information?

Page 53 4.3 Drainage is the language in this policy purposely not mandatory?

Page 58 Are the Capital Projects prioritized?

Page 66, 67 Is it possible to add a glossary? Terms such as Plazuela, may be unfamiliar to people without a background in New Mexico history.

Page 75 p-25 Would there be legal issues with a Community Based Code Compliance group?

Page 82 The NR zone is not listed in the Development Review Process Matrix.

Page 87 Height is only addressed in some zones, is this correct or am I missing something?

The height in the MNR Zone is limited 18 feet. This seems low. The lots in the area are narrow and it seems that being able to have a two story building maximizes the lots. Also, there are many existing two story buildings. If there is a specific reason for this it should be explained

Page 95 public ways, clear height, please define
Balconies and Portals- from where is the 10 feet measured?

Page 97 Why are private schools conditional and public schools are permissive?

Page 104 It might be useful to add the variance process on this page.

8.6.3 Many of the lots in the area are small, this limits the space for back yards.

8.6.5 Does this apply to buildings on Lomas and Broadway?

Historic Preservation

Comments pending

CITY ENGINEER

TRANSPORTATION SECTION

Section 8.9 Transportation (Cross Section Exhibits 8.1-8.6; pages 106-108): Per Development Process Manual (DPM, Chapter 23), please reflect appropriate widths and locations in accordance with this current/updated manual (ROW permitting).

- Driving lane width: 12 feet.
- Parking lane width: 8 feet.
- Bike lane width: 6 feet.
- Sidewalk location should be at property line instead of back of curb and should be 6 feet width on collector and arterial roadways, and 4 feet width on normal local streets.

HYDROLOGY SECTION

- Paragraph 4.3.4 states that LID impacts on the overall system will be negligible. In the near-term this is correct, however in the long-term there will be an impact on the overall system.
- Please replace paragraph 4.3.5 (iii) with “For existing sites, the amount of runoff after development should be the same as before development.” I do not believe there are negative downstream water rights implications.
- Page 55 shows street side rain gardens, stormwater planters and vegetated swales. These are excellent LID strategies, however how does it get accomplished in the development process? Most of the streets in this sector plan are built.
- Hydrology recommends removing “unused or rarely used...” from item number 8 in table 4.1.
- Please add “Multi-family parking lots;” to paragraph 4.3.7.

DEPARTMENT of MUNICIPAL DEVELOPMENT

Transportation Planning

General

1. The author does not utilize the 2035 traffic volume projections. The words “current capacity” is used. Some of the funding has State and Federal funding suggested. If any federal funding will be requested, it must comply with this planning horizon for consideration. Further, any modifications made that are not consistent with that projection, may make the roadway ineligible for future funding.
2. It was our understanding that Sector Plans were to deal with land use and private property zoning issues. Utilizing a planning document for transportation planning with out the input of a knowledgeable traffic engineer during development of the plan is not recommended. Waiting until a review cycle for input is late and makes the final version more expensive to finish.
3. If a change decreases roadway capacity or moves traffic to another street, the impact extends beyond the immediate street and the impact on the adjacent streets will need to be addressed. The author can not assume the other streets have the additional capacity.

Traffic Issues

1. There are references to landscaping or art installations. There are no details/dimensions of the type or profile of this landscaping or art, so we are unable to review the impact. Our concern is that we must maintain a line of sight triangle for vehicles approaching an intersection to be able to see oncoming traffic.
2. Related to additional crosswalks. The City of Albuquerque supports only marked crosswalks at controlled intersections. There are numerous publications that detail the research and impact of having marked crossings at uncontrolled intersections. In summary, they say that a marked crosswalk is less safe than an unmarked crosswalk at uncontrolled crossings. The marked crosswalk does not change driver behavior and it provides a false sense of security for pedestrians. Controlled intersections, for the sake of this discussion, are those with a traffic signal or the legs of an intersection with stop signs.
3. The current street light policy is for vehicle navigation and has PNM street lights at intersections and 500' intervals. Security, pedestrian, and decorative street lighting is currently the responsibility of the adjacent property owner. Should additional lighting be installed in the right of way, it becomes an unfunded mandate and the operation and maintenance falls on the Traffic Engineering Division. PNM operates and maintains conforming lighting only. We currently have no budget, staff, equipment or parts to maintain non-PNM supported lighting.
4. Residential and Historic signs have been shown to not change driver behavior. Once installed they are a target for vandalism. With limited budgets and staffing, maintenance of specialty signs is difficult to accommodate and they become obsolete.
5. Recommending a future NTMP is not prudent and should have been part of this plan if traffic is included in the scope (see comments in General #2). Any traffic calming impacts need to be coordinated with the balance of the recommended improvements and with the associated funding. The recommendations for medians and lane width narrowing are in fact traffic calming measures and were included.

Traffic Engineering Operations

No comments received.

Street Maintenance (Department of Municipal Development)

No comments received.

WATER UTILITY AUTHORITY

Utility Services

No comments received.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

No comments received.

Environmental Services Division

No comments received.

PARKS AND RECREATION

Chapter 1: Section 2.3.6, lighting should be added under the I-40 bridge at Edith for safety of pedestrians and bicyclists.

Chapter 1, Page 29, Section 2.3.9 refers to Table 2.2 which should be referred to as Table 2.1

Chapter 1, Section 2.3.13, please change Bicycle Trails to Multi-Use trails throughout this section and add pedestrians to the users. The next sentence should read, "Multi-use Trails shall accommodate bicycles, pedestrians and other non-motorized users. In Section 2.3.13.ii, the MRCOG map is named the Bikeways System Map. In (b) of this section, please change to state "A trail connection from 6th Street to University is programmed and funds need to be allocated in the T.I.P. for design in 2018 for construction in 2019. Please add this connection from 6th Street to University Blvd. to Exhibit 2.5 that shows proposed trails.

Parks & Recreation Department requests clarification and correction regarding Chapter 1: Section 2.0 "2012 Mid Valley Drainage Masterplan" recommendation 1. The correct name of the park referred to is the Martineztown-Santa Barbara Park which is the larger of the three parks referenced in the document. It is our understanding that the park may not be suitable for the drainage solution sought after and further study is necessary.

Chapter 1: Section 2.5.2 ii, could be reworded to state that "Council funding could possibly fund an upgrade of the park..."

Chapter 1: Section 2.5.2 v, As the Albuquerque High School does not allow public access to the recreation amenities on their site, it does not function as a City park and should therefore be removed from this parks section for clarity.

Chapter 1: Section 2.3.1 (vii)

Chapter 1: Section 3.2.2

Chapter II, Section 5.1.4(ix)

Chapter II, Section 5.1.8

Chapter II, Section 5.0 Table 5.1 T-13, T-14, T-26

Coordination with Parks Management is needed prior to design and implementation of a proposed Plazuela at Mountain and Edith to determine maintenance responsibilities and maintenance issues.

Chapter II, Section 5.1.11, iii, Please add MUTCD (Manual on Uniform Traffic Control Devices) after AASHTO.

Chapter II, Table 5.1 Implementation Matrix, T-2 Parks and Recreation is not clear on why they are listed as having some Lead Agency responsibility for the Monument Signage.

Chapter II, Table D-4, regarding storm drainage improvements with Martineztown-Santa Barbara Park, Parks and Recreation should be identified as Lead Agency with DMD. Please note also that the Park may not be suitable for the action identified here and further study is necessary.

General comments regarding the plan recommendations:

Additional streetscape improvements can improve the safety of pedestrians and bicyclists in the plan area. Landscaping, street trees, lighting and signage are excellent additions to the neighborhood enhancing the overall appearance and safety. That said, Parks and Recreation has concerns about the potential resulting additional maintenance responsibilities for the Department and the budget implications thereof. Whenever possible, the responsibility for maintenance of streetscapes and landscaping should be the responsibility of the adjacent property owner in addition to any existing landscape requirements of the zoning code.

POLICE DEPARTMENT/Planning

No comments received.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

No comments received.

FIRE DEPARTMENT/Planning

No comments received.

TRANSIT DEPARTMENT

No comments received.

COMMENTS FROM OTHER AGENCIES

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

The Sector Development Plan contains a good discussion of the drainage issues in the area. AMAFCA will continue to work with the City to plan and fund drainage projects in the Plan area.

ALBUQUERQUE PUBLIC SCHOOLS

No comments received.

MID-REGION COUNCIL OF GOVERNMENTS

No comments received.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

No comments received.

PUBLIC SERVICE COMPANY OF NEW MEXICO

PNM is providing the following information for inclusion in the Draft Martineztown/Santa Barbara Sector Development Plan. It is important information for future applicants to use in order to address private utilities on proposed development projects.

Please consider adding the following language in a new section following Section 2.5.3, Public facilities in the Plan:

2.5.4 Private Utilities

Public Service Company of New Mexico (PNM) provides electric service to the City of Albuquerque. PNM is an investor-owned electric/energy services utility regulated by the New Mexico Public Regulation Commission (NMPRC). As a regulated utility, PNM is charged with furnishing adequate, efficient, and reliable service to customers within its service territory.

2.5.4.1 Electric Service

Safe, reliable electric power is a cornerstone of community growth and development. It is important to the health, welfare, and safety of its citizens.

PNM responds to City growth by adding or expanding the capacity of its electric transmission and distribution facilities. As one of the early communities in Albuquerque, the Martineztown/Santa Barbara Sector Development Plan area has components of the electric system that may require upgrading in the future due to the age of the existing electrical system and to meet the growing electric service requirements of the City of Albuquerque and Bernalillo County. PNM continuously monitors the electric transmission and distribution system and plans improvements based on system demands.

The electric transmission system that serves the Plan area consists of four 46kV transmission lines. The facilities are shown in Figure 1. These facilities are an important part of the existing infrastructure system in the area and are identified as protected transmission corridors in the Rank II Facility Plan for Electric Service. The higher transmission voltage is “stepped down” to lower voltages fed through distribution lines called feeders that deliver electric service to business and residential customers. Like local streets that provide access to every residence, distribution lines provide service to every customer. When new residential, commercial and industrial development occurs, new infrastructure including new local streets and new distribution lines are also required.

Distribution lines are typically located within public utility easements or PUEs either constructed overhead or underground. They are compatible with other “dry” utilities such as cable, telephone and fiber optic facilities. The width of the PUE is typically 10 feet in order to provide necessary clearances for safety purposes. Water lines, sewer lines and storm water drainage or “wet” utilities are not compatible with “dry” utilities and do not share the same trench.

Utility easements are given by property owners, which allow other entities the permission to use a property for a specific purpose. The right of utility companies to place their lines across others' property is a public utility easement (PUE)/private easement. The landowner who grants an easement usually cannot build structures within an easement area or use fencing that would hinder access, and there may be limitations on the types of landscaping allowed. Other activities within the PUE/private easement also might not be allowed. There are numerous public utility easements throughout the City of Albuquerque and within the Plan area.

Placement of landscaping should be carefully located to avoid interference with the existing PNM facilities. PNM's preference is for trees and shrubs to be planted outside the PNM easement; however, if within the easement, it is preferred that trees and shrubs be planted in an offset location to minimize effects during maintenance and repair.

As redevelopment occurs within the Santa Barbara-Martineztown Sector Development Plan area, it will be necessary to coordinate with all utility companies to allow for adequate width, clearance and appropriate location for PUEs and utility rights-of-way. Coordination is necessary to address:

- the extension of public utility facilities and to ensure the safety of the public and utility crews who maintain and repair such facilities;
- projections such as canopies, portals, stoops, balconies, shop fronts and awnings in PUEs to be compatible with existing utility infrastructure; and
- parking areas and alleys to allow for adequate utility access.

Physical constraints of right-of-way widths and building and utility locations may require some standards to be adjusted for exceptions.

A map is included in the attached comments.

NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT)

No comments received.